Elliot Point 2

Environmental Resources

The Draft EIS includes an analysis of impacts for each project alternative in regard to the following environmental disciplines:

- *Transportation*
- *Land Use and Economics*
- *Noise and Vibration*
- *Visual Quality*
- *Social Environment and Environmental Justice*
- *Cultural and Historic Resources*
- *Air Quality*
- *Hazardous Materials*
- *Energy and Climate Change*
- *Geology and Soils*
- *Water Resources*
- *Ecosystems*
- *Section 4(f)**

*Section 4(f) of the Department of Transportation Act of 1966 bars federal agencies from approving the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or significant historic site unless there is no feasible and prudent alternative to the use of land. For this project, FTA is considering a finding that the use of Section 4(f) land is unavoidable, and could then approve an alternative that involves the "least harm" to Section 4(f) resources and the environment.

An environmental impact statement (EIS) is a document that describes proposed project alternatives and identifies potential environmental effects. WSF and the Federal Transit Administration are preparing an EIS for the Mukilteo Multimodal Project in compliance with the National and State Environmental Policy Acts (NEPA/SEPA). FTA is the federal lead agency for the NEPA environmental review process. WSDOT is the state lead agency for SEPA. After conducting a scoping process in Fall 2010 and incorporating public comments, WSF and FTA developed a Draft EIS.

The Draft EIS:

- Identifies and evaluates potential environmental impacts and benefits of the project alternatives under consideration
- Identifies potential actions that would help mitigate any adverse effects
- Provides information to assist decision-makers in identifying the solution that best achieves the project purpose
- Provides the public, tribes and agencies an opportunity to review and comment on the project alternatives, environmental impacts, mitigation, and trade-offs among the alternatives

The Final EIS will document and address all comments received on the Draft EIS.

Summary of Enviromental Impacts

The table below compares some of the key environmental impacts for each alternative. A more detailed explanation of impacts is included in the Draft EIS.

Area of the Environment	No Build	Existing Site Improvements	Elliot Point 1	Elliot Point 2
Land use and economics				
• *Full acquisitions*	0	5	1	1
• *Displaced residences*	0	0	0	0
• *Displaced businesses*	0	2	1	1
• *Acres of Mukilteo Tank Farm occupied*	0	0	11	9
• *Compatibility with local land use/shoreline plans*	Low Compatibility	Low to Moderate Compatibility	High to Moderate Compatibility	High to Moderate Compatibility
Social Environment and Social Justice impacts	Low	Low	Low	Low
Historic and Cultural Resources				
• *Identified archeological sites with potential adverse effects*	1	2	3	2
Hazardous Materials				
• *Potential for encountering hazardous materials during construction*	Low	Low to Moderate	Moderate	Moderate
Geology and Soils				
• *Ability to address seismic and liquefaction risks*	Limited	Improved	Improved	Improved
Ecosystems				
• *Net change in overwater cover (sq feet)*	+3,000	+12,000	-116,000*	-135,000*
Construction Effects				
• *Built environment*	Higher—multiple terminal closures; terminal closed 4-9 months	Moderate—terminal closure and area disruptions; terminal closed 1-2 months	Low to moderate with greater levels of construction activity but away from public areas, little to no closure of ferry service	
• *Natural environment*	Moderate due to in-water construction		Higher due to in-water construction, pier removal, dredging	
Use of Section 4(f) Properties**	Potential for up to 2	Potential for up to 5	Potential for up to 6	2-3

* Due to removal of the existing Tank Farm pier

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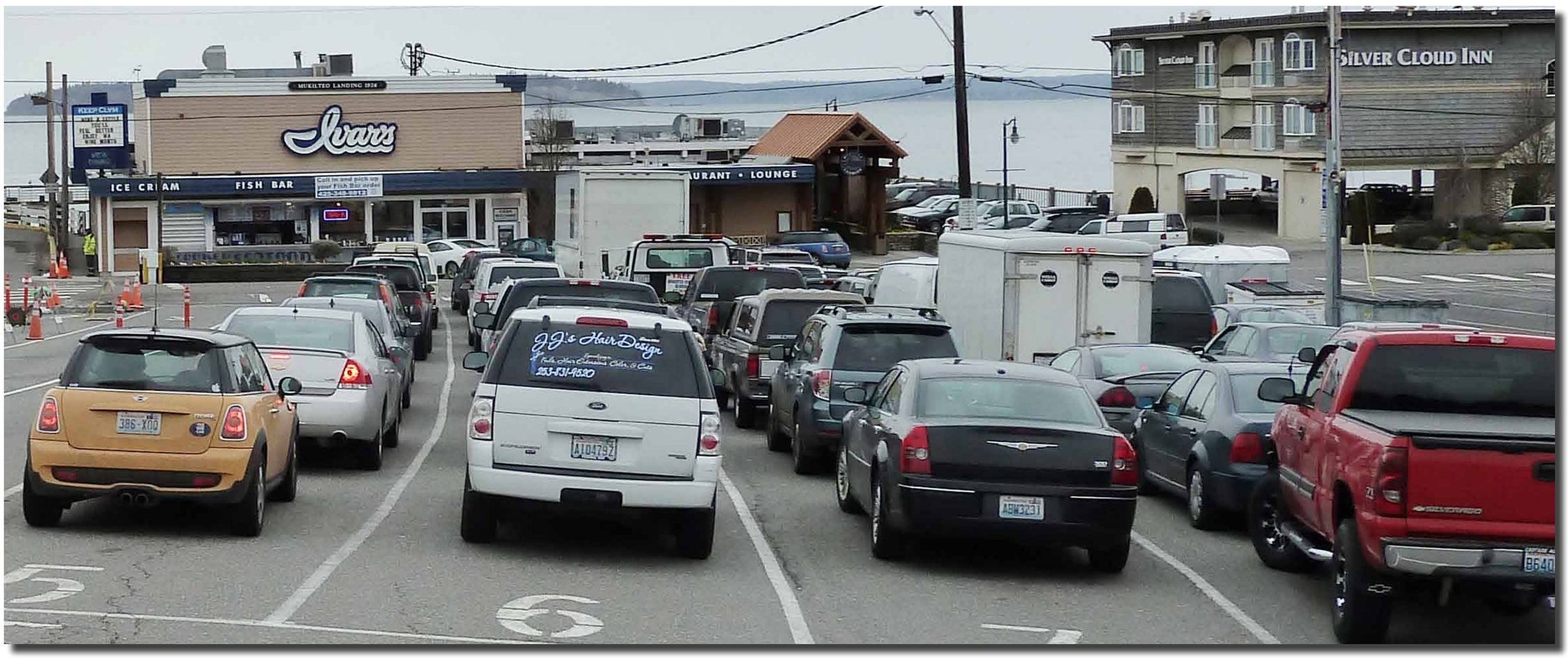
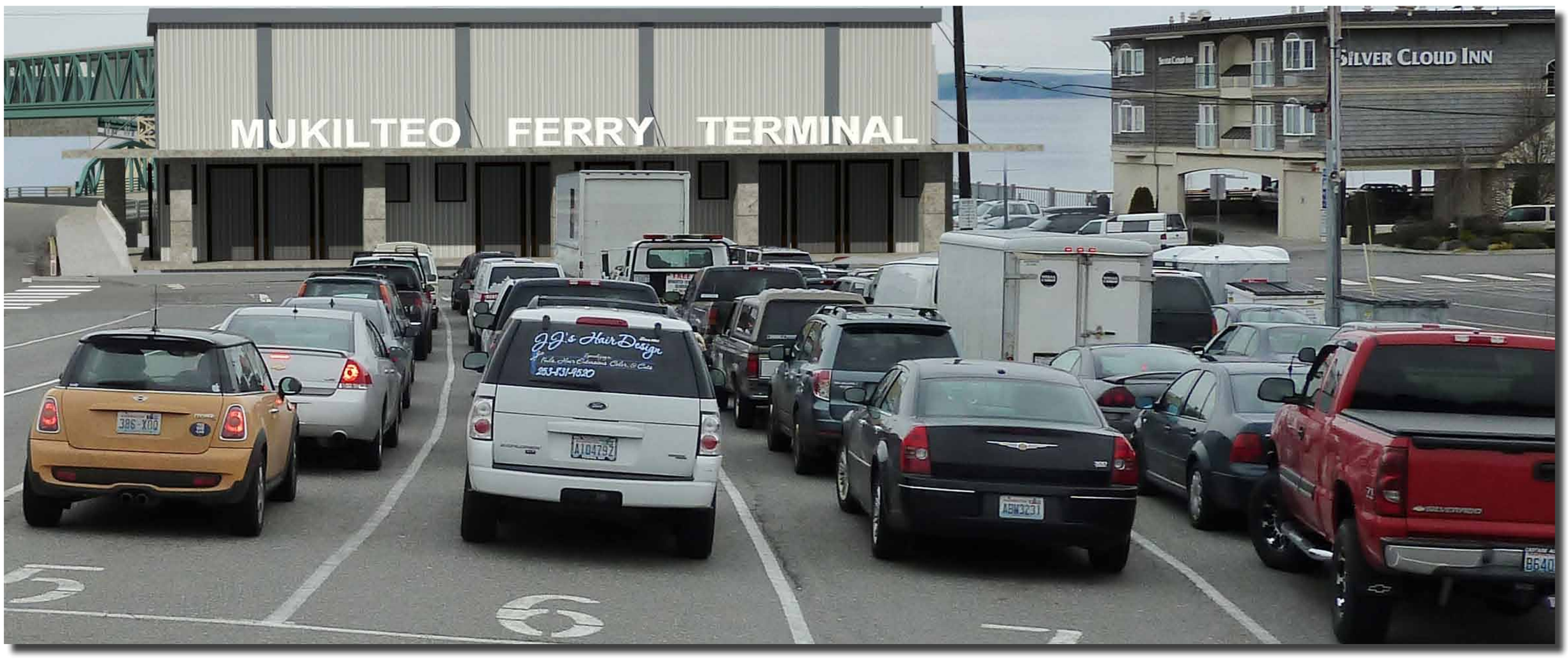
Environmental Effects
Land Use and Economics

Land use compatibility

- The No-Build and Existing Site Improvements alternatives conflict with the City of Mukilteo's plans to reconnect waterfront areas
- Elliot Point 1 and 2 are more consistent with the City of Mukilteo's plans for the waterfront, except for providing continuous public access along the shoreline
- Elliot Point 1 and 2 would reduce congestion and help support increased economic activity in the waterfront commercial area



Existing View



Existing Site Improvements would require acquiring five properties including Ivar's restaurant

Environmental Effects
Hazardous Materials

- All build alternatives have the potential to encounter contaminated materials during construction. The environmental impacts would be low and any further work to manage hazardous materials would be an environmental benefit.

- The Elliot Point 1 and 2 alternatives are located on the Tank Farm property. Although the Air Force completed required environmental cleanup of hazardous materials on the Tank Farm, the soil and groundwater may still hold minor amounts of hazardous materials associated with the former Mukilteo Tank Farm operation.

Current Tank Farm site

Simulation of Elliot Point 1

Elliot Point 1 and 2 remove the Tank Farm pier with 3000 creosote-soaked timber piles

Environmental Effects

Ecosystems

Each alternative changes the amount of overwater cover due to the construction of a new facility and removal of the existing terminal. Overwater cover increases shading, which can reduce habitat and ecological diversity in the covered areas. It can also make it easier for some predators to catch their prey, which is a concern for juvenile salmon who typically migrate along the shoreline. It is an important benchmark for assessing the impact of each alternative on ecosystems. Both Elliot Point 1 and 2 have a net removal of overwater cover due to the removal of the Tank Farm pier.

No-Build:	Gain of 3,000 square feet
Existing Site Improvements:	Gain of 12,000 square feet
Elliot Point 1:	Net removal of 116,000 square feet
Elliot Point 2:	Net removal of 135,000 square feet

Both Elliot Point 1 and 2 remove the existing Tank Farm pier

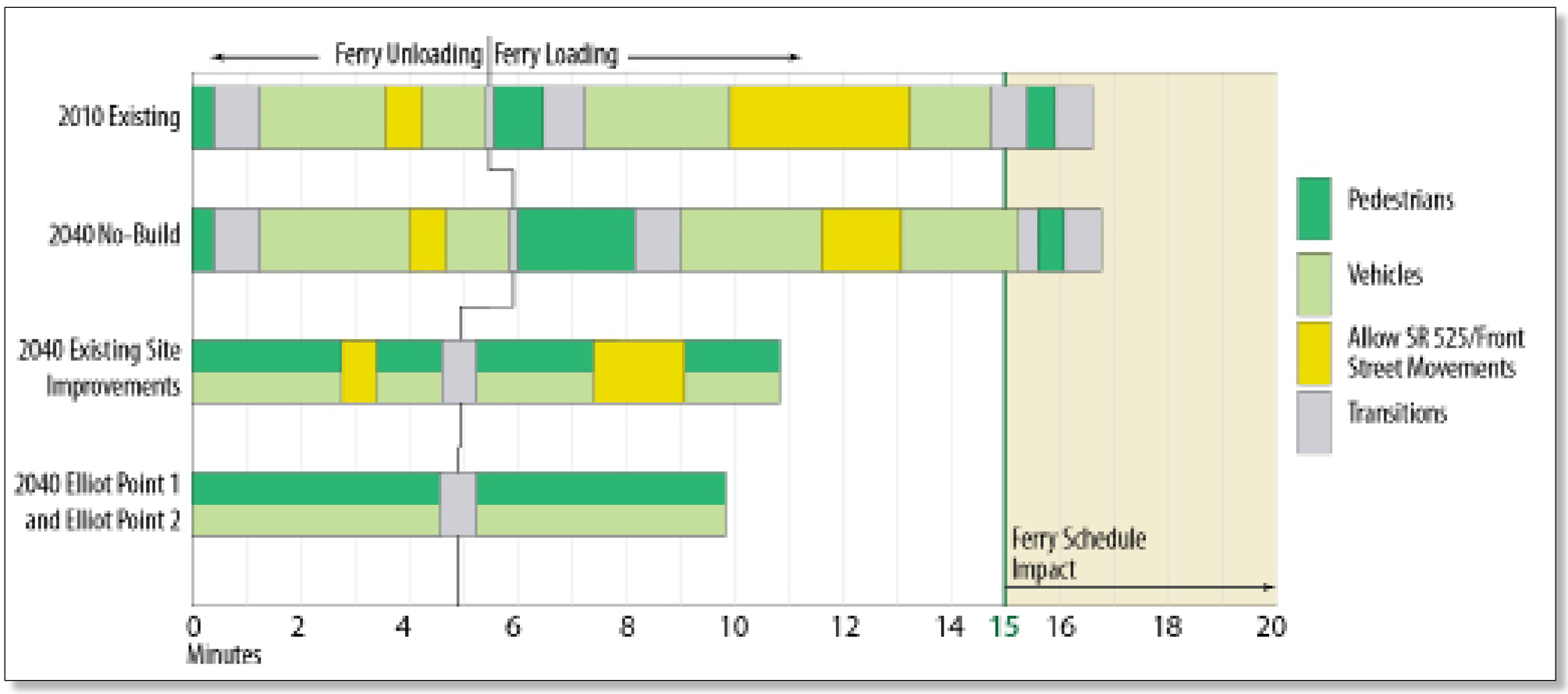
Simulation of Elliot Point 1

Simulation of Elliot Point 2

Environmental Effects
Transportation

Traffic Operations

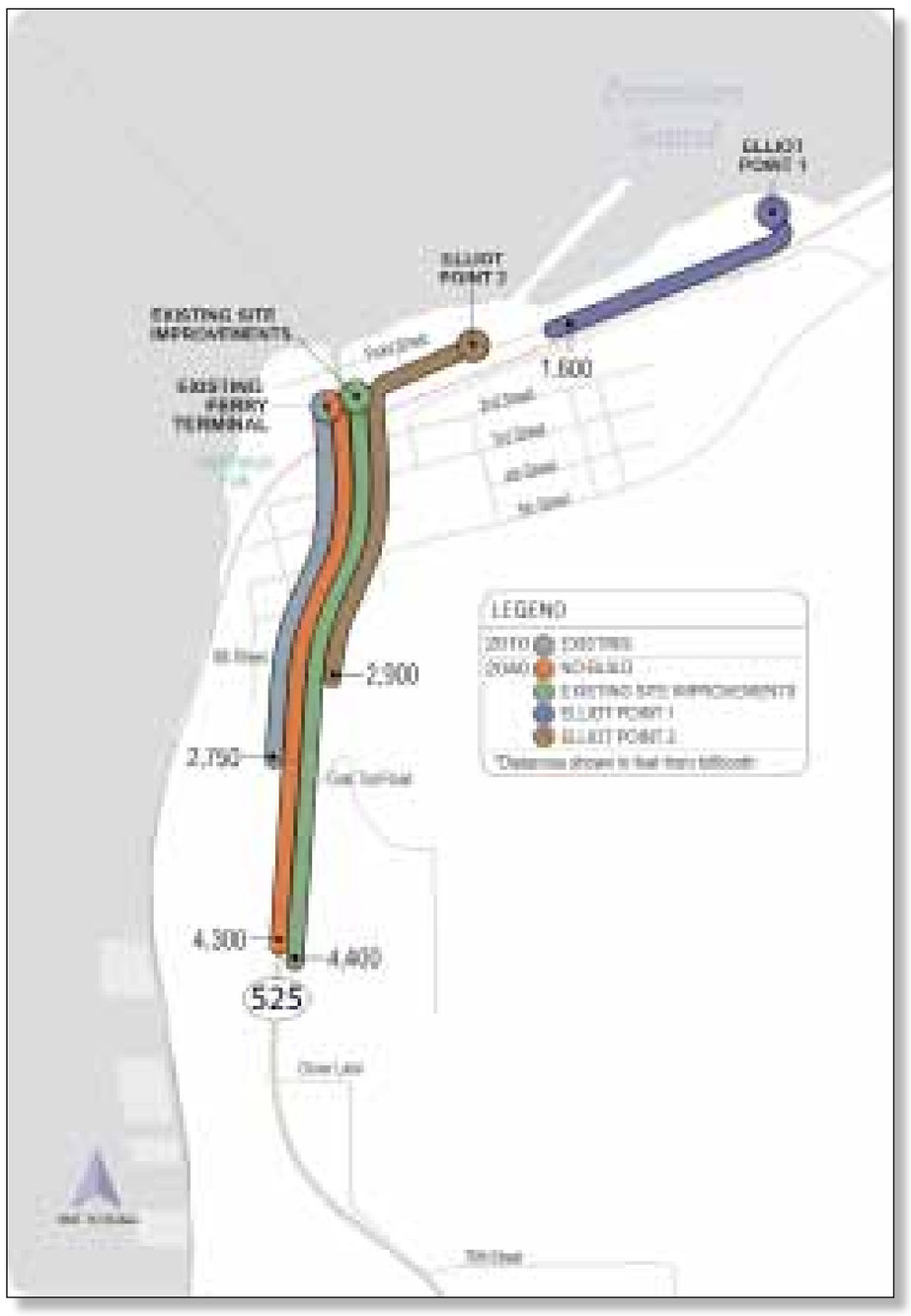
Traffic congestion at the existing terminal impacts the efficiency of loading and unloading the ferry and causes delays. All of the build alternatives improve the efficiency of loading and unloading the ferry.



Average ferry terminal loading and unloading times

Ferry Queue

By 2040, vehicle queues on SR 525 are projected to increase for the No-Build, Existing Site Improvements and Elliot Point 2 alternatives. Elliot Point 1 is the only alternative that reduces queues during the typical weekday PM commute period.



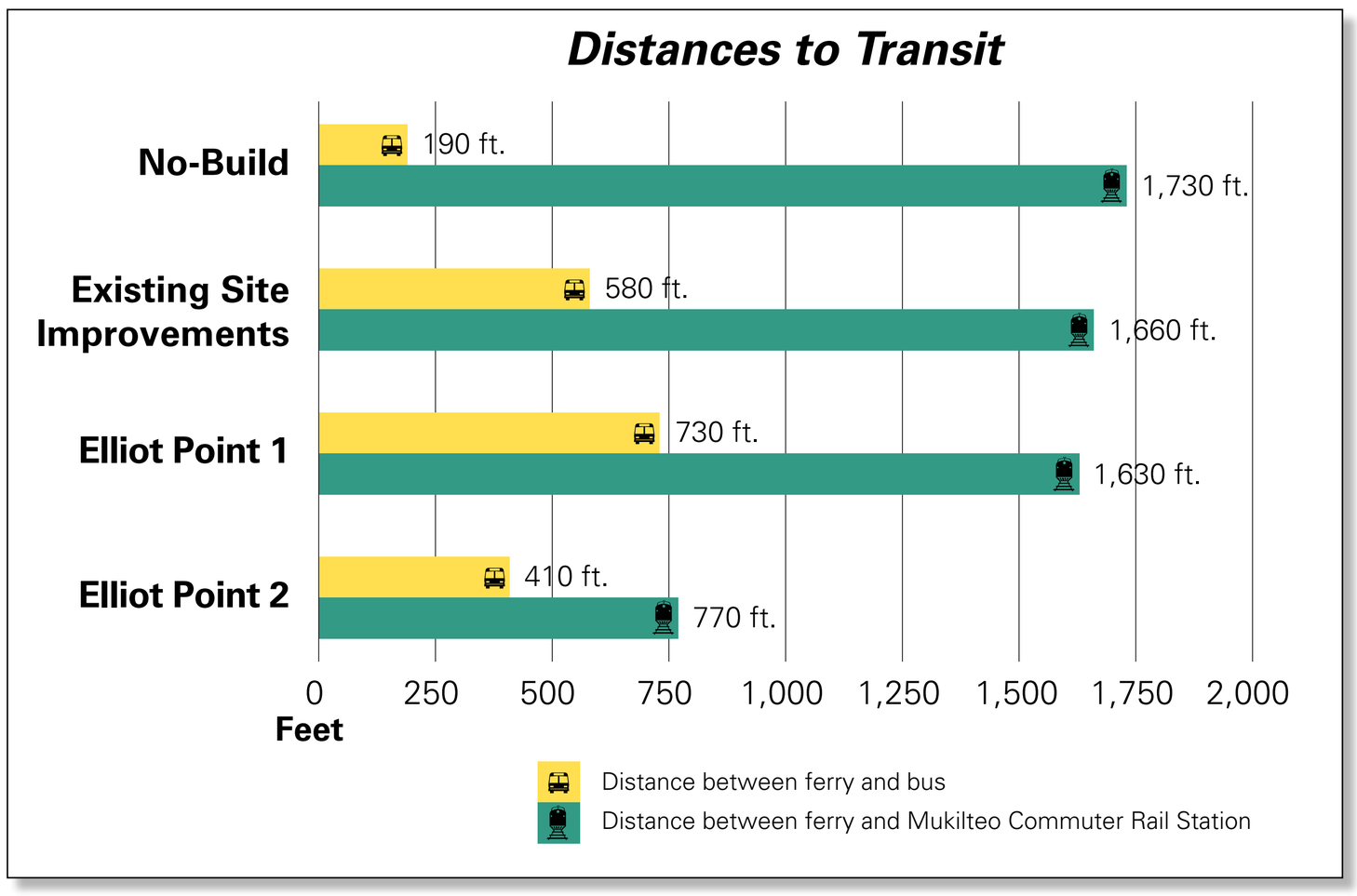
Ferry queue lengths in feet (typical PM peak period)

Environmental Effects
Transportation

Multimodal Connections

The Mukilteo/Clinton route is a major commuter route. Since vehicle traffic is limited by the size of the vessel, creating a terminal with good multimodal connections is critical to meeting future passenger growth. WSDOT's travel forecasts predict a 73 percent increase in annual passengers on the Mukilteo/Clinton route by 2030.

WSF's Long-Range Plan calls for meeting the growing travel needs at the Mukilteo ferry terminal primarily through increasing the share of walk-on trips. This reinforces the need for improved connections and facilities between ferries and other modes, including transit, commuter rail and walking.



Walking distances from the ferry terminal to transit and Sound Transit's Mukilteo Commuter Rail Station

Walking distances

Environmental Effects

Section 4(f): Protected Park, Recreation and Historic/Cultural Properties

Section 4(f) of the Department of Transportation Act of 1966 prohibits federal agencies from approving the use of land from a significant publicly-owned park, recreation area, wildlife or waterfowl refuge, or significant historic site unless there is no feasible and prudent alternative to the use of land.

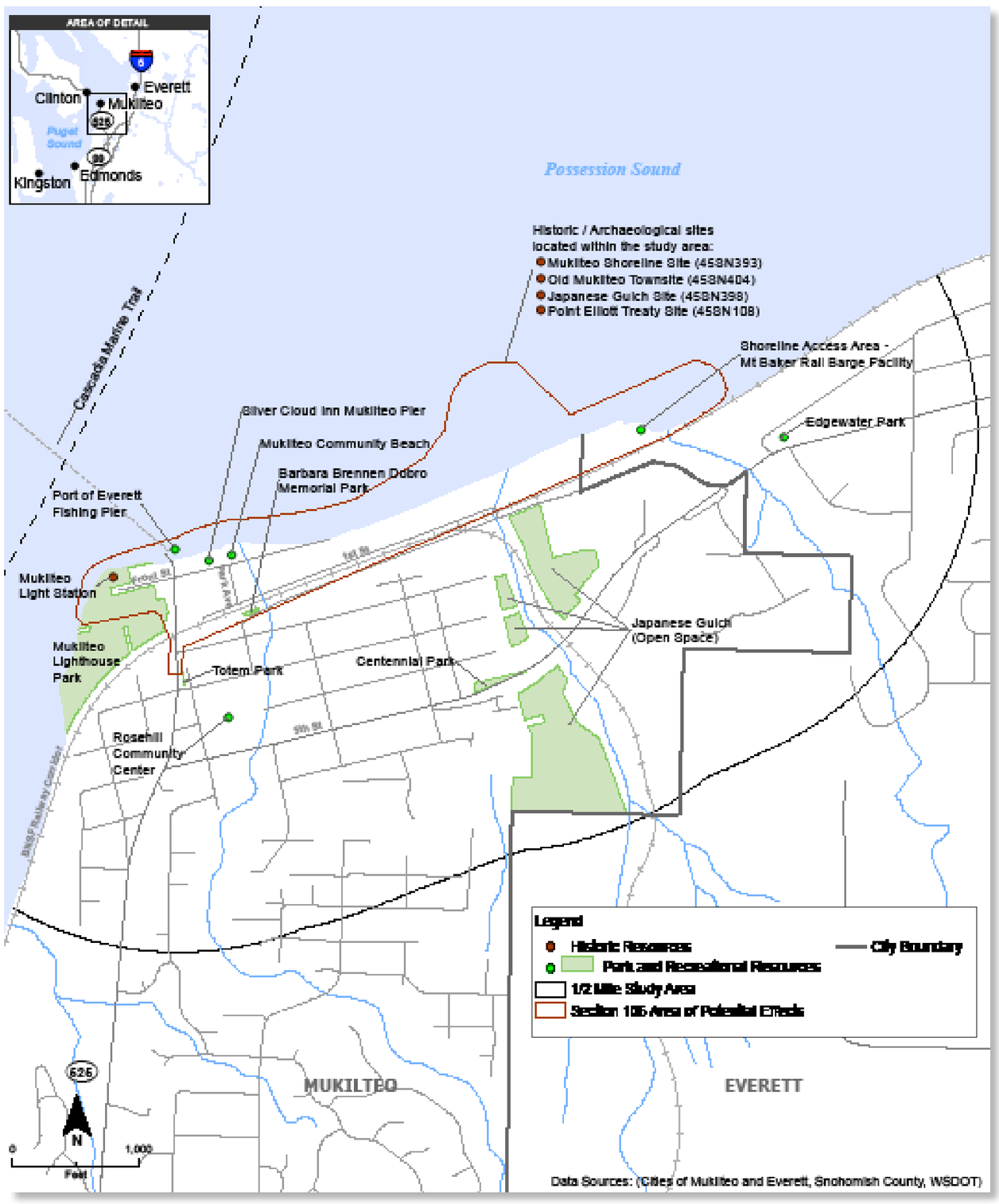
Cultural and Historic Resources

Several culturally and historically significant properties are located within the project area, including:

- **Point Elliott Treaty Site**, is where the 1855 treaty between the U.S. government and Puget Sound Native American tribes was signed.
- **Japanese Gulch Site**, consists of historic archeological resources associated with early twentieth century Japanese mill workers.
- **Old Mukilteo Town Site** holds historic remains of the early Mukilteo business district.
- **Mukilteo Shoreline Site** is an archeological site with a shell midden and other deposits dating back more than 1,000 years.

Park and Recreation Resources

- **Port of Everett Fishing Pier**
- **Mount Baker Terminal Shoreline Access Area**



Section 4(f) resources within the project area

Tribal Coordination

The project area includes several important historic and archaeological sites, including a buried shell midden created by Native American peoples, with deposits dating back over 1,000 years. In fact, the name Mukilteo is derived from a Salish name meaning "a good place to camp". The site is culturally significant to local tribes as the Mukilteo waterfront is the location of the signing of the Point Elliot Treaty of 1855. Per the treaty, Native American land in the Puget Sound region was ceded to the United States of America. The tribes were given reservations and reserved the following rights: self governance, fishing, hunting and gathering.

FTA and WSF are working closely with several tribes to ensure the project recognizes the rich cultural history of the project area. Through letters and statements from tribal representatives, tribes have emphasized the great cultural and historic importance of the Mukilteo waterfront area.

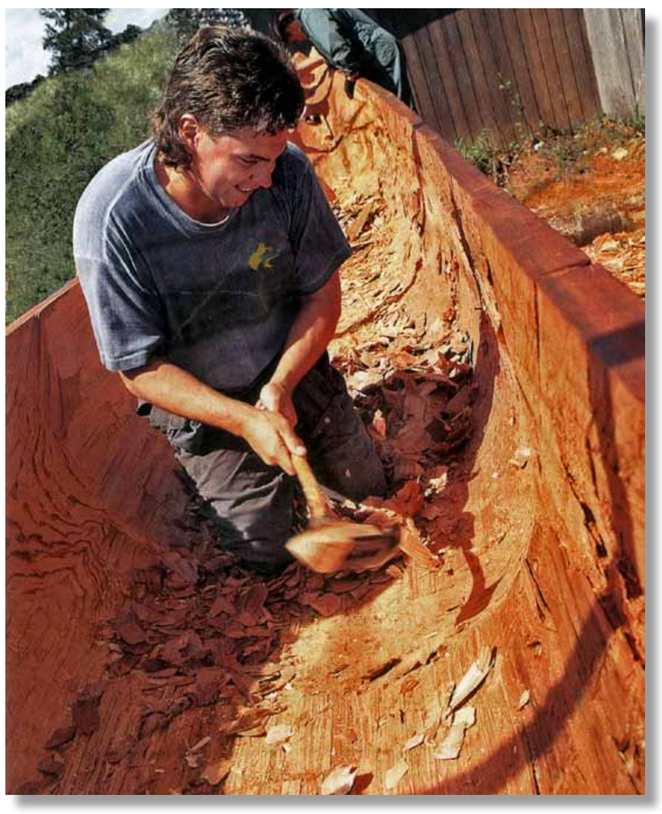
FTA and WSF are coordinating with the following tribal governments:

Federally Recognized Tribes

Lummi Tribe*
Muckleshoot Indian Tribe
Nooksack Indian Tribe
Samish Indian Tribe
Sauk-Suiattle Indian Tribe
Snoqualmie Tribe
Stillaguamish Tribe
Suquamish Indian Tribe*
Swinomish Indians*
Tulalip Tribes*
Upper Skagit Indian Tribe

* Tribe has court-adjudicated treaty fishing rights in the project area

FTA and WSF are also coordinating with the non-federally recognized Duwamish and Snohomish tribes as interested parties.



How to Comment

We want to hear from you

Your comments are important to us! The 45-day public comment period runs through March 12, 2012. You can offer your feedback on the Draft EIS by:

- Providing comments tonight
- Submitting comments online at: **www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/**
- Sending written comments:

Mail:
Washington State Ferries
Attn: Paul Krueger
2901 3rd Avenue, Suite 500
Seattle, WA 98121

Email:
mukilteocomments@wsdot.wa.gov

You can also submit comments directly to the Federal Transit Administration (FTA) by sending them to:

Dan Drais
Environmental Protection Specialist
daniel.drais@dot.gov

Federal Transit Administration
Jackson Federal Building
915 2nd Avenue, Suite 3142
Seattle, WA 98174

Contact us

For questions or to request a project briefing, please contact:

Hadley Rodero
Project Communications
206-462-6354
RoderoH@consultant.wsdot.wa.gov